

SAILING DIRECTIONS CORRECTIONS

PUB 123 7 Ed 1996 LAST NM 19/01

Page 60—Line 23/R; insert after:

Tchatamba Terminal (2°04'S., 9°36'E.), a Floating Storage and Off-loading facility (FSO), is permanently moored in a depth of 46m on a heading of 011°. The terminal is connected by a submarine pipeline to a production platform located 0.5 mile ESE. Berthing is conducted during daylight hours. The terminal can accommodate tankers up to 135,900 dwt.

Pilotage.—Pilotage is compulsory. Pilots board the vessel 3 miles NW of the terminal. Vessels should arrive by 1500 hours to ensure that mooring operations are complete by 1830 hours.

Anchorage.—Anchoring is available within 2 miles of 1°59'S, 9°10'E in sand or clay.

Caution.—There is a restricted area with a radius of 3 miles centered on the terminal. No vessel may enter the restricted area without permission from the terminal.

(BA NP 2, Supp. 11/1999) 24/01

PUB 158 7 Ed 2000 LAST NM 20/01

Page 44—Line 19/R; insert after:

Huge vessels, vessels of 10,000 gross tons or more, and vessels of 100 gross tons or more with a maximum boarding capacity of 30 people or more (total of passengers, crew, and other people on board), should report to Tokyo Martis, by VHF or by telephone, on passing the Reporting Points.

The following information should be included in the report:

1. Vessel's name and gross tonnage.
2. Standard time passing Reporting Point.
3. Abbreviation of Reporting Point.
4. Destination of vessel (that do not need seaway information).

Reporting Points		
Name of Reporting Point	Abbreviation	Description
Urago Suido Traffic Route South	US	A line bearing 270° from Hamkanaya Ko Breakwater Light to the coast.
Urago Suido Traffic Route West	UW	A line connecting Yokosuka Ko Northeast Breakwater Light to the N end of Saru Shima.

Reporting Points		
Name of Reporting Point	Abbreviation	Description
Urago Suido Traffic Route North	UN	A line bearing 270° from Lighted Buoy B at Nakanose in Tokyo Wan to the coast.
Off Honmoku	HE	A line bearing 090° and extending 8,400m from Honmoku Signal Station.
Off Kawasaki Ogishima	KE	A line bearing 090° and extending 9,900m from Tonen Ogishima East Sea Berth Light.
Tokyo Wan North	BN	A line bearing 269°30' from Chiba Light through Tokyo Light for 2,600m.
Off Chiba	TW	A line bearing 225° and extending 15,900m from Chiba Light.
Kisarazu Traffic Route	KW	A line bearing 210° from Kisarazu Ko Lighted Buoy No. 5 through Lighted Buoy No. 6 to the boundary line.

Uraga Suido—Naka-no-Se Regulations.—In view of the possibility of serious marine accidents in these channels, the Yokohama Maritime Safety Division, which is responsible for these channels, has established safety rules for all ships navigating Uraga Suido and Naka-no-Se.

(BA NM 16/01, Section VI) 24/01

Page 89—Line 2/L; insert after:

Nagoya Traffic Advisory Service (TAS) provides vessels with information, controls traffic routes, and ensures safe navigation. The following vessels should report to Nagoya Harbor Radar, on VHF or by telephone, when passing the Reporting Points:

PUB 158 (Continued)

Vessels 5,000 gross tons and over and vessels 500 gross tons; when departing from the Kinyo area, shall make the following report to Nagoya Harbor Radar, on VHS or by telephone, when passing the reporting points:

1. All vessels of 5,000 gross tons and over.
2. All vessels of 500 gross tons and over when departing from the Kinyo area.

The report should include the following information:

1. Vessel's name and gross tonnage.
2. Time passing Reporting Point or navigation start time.
3. Abbreviation of Reporting Point—only when entering port.
4. Name of wharf or location of anchorage.
5. Name of seaway transiting.

Name of Reporting Point	Abbreviation	Description
Nagoya West	NW	A line bearing 000° and extending 6,100m from Ise Wan Sea-Berth Light (34°55'25"N., 136°46'36"E.) and a line bearing 180° and extending 3,600m from the Sea-Berth Light.
Nagoya South	NS	A line bearing 270° and extending 4,500m from Togase North Lighted Buoy (34°53'30"N., 136°47'33"E.).

(BA NM 16/01, Section VI)

24/01

Page 89—Line 2/L; insert after:

Insert new graphic titled "Nagoya Traffic Advisory Service" from back of this Subsection.

(BA NM 16/01, Section VI)

24/01

PUB 159 7 Ed 1999 LAST NM 20/01

Page 139—Line 35/L; insert after:

Kurushima Kaikyo Traffic Advisory Service (TAS) provides vessels with information, controls traffic routes, and ensures safe navigation. Huge vessels, vessels of 10,000 gross tons or more (except huge vessels), and vessels towing (or pushing) an object between 100m and 200m in total length, should report to Kurushima Martis, by VHF or telephone, on passing the Reporting Points.

The following information should be included in the report:

1. Vessel's name.
2. Time passing reporting point.
3. Abbreviation of Reporting Points.
4. If towing or pushing, length of vessel.

5. Destination of vessel (that do not need seaway information).

Reporting Points		
Name of Reporting Point	Abbreviation	Description
Kurushima Kaikyo East Entrance N	EN	A line bearing 325° from Kaji Shima to the coast (O Shima).
Kurushima Kaikyo East Entrance S	ES	A line bearing 218° from Kaji Shima to the coast (Shikoku).
Off Imabari	KI	A line bearing 120° from Ohama Signal Station.
Off Hashihama	KH	A line connecting Ko Shima East Light and Osumi Hana and a line connecting Ko Shima East Light and Sashide Hana.
Off Namikata	KS	A line bearing 250° from Osumi Hana.
Kurushima Kaikyo North Entrance E	KE	A line connecting Tsu Shima Signal Station and Yakushi Yama on Omi Shima and a line connecting the Signal Station and Naihana Front Leading Light.
Kurushima Kaikyo North Entrance W	KN	A line bearing 075° from Agonohana Light on Oge Shima and a line bearing 255° from Agonohana Light.
Kurushima Kaikyo West Entrance N	WN	A line bearing 000° from the E end of Itsuki Shima to the coast (Osaki Shimo Shima).
Kurushima Kaikyo West Entrance S	WS	A line connecting the E end of Itsuki Shima and Kajitori Hana Light.

(BA NM 16/01, Section VI)

24/01

Page 139—Line 35/L; insert after:

Insert new graphic titled "Kurushima Kaikyo Traffic

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Advisory Service" from back of this Subsection.

(BA NM 16/01, Section VI)

24/01

PUB 194 8 Ed 2000**LAST NM 11/01**

Page 190—Line 42/L; read:

marked by a lighted buoy.

Caution.—Vessels navigating in the bay should stay close to the designated recommended routes, tracks, and fairways. In addition to the charted hazards there may be others that have not been discovered.

(BA NP 19)

24/01

Page 190—Lines 44 to 56/L; read:

9.15 Depths—Limitations.—The approach channel from the E leads WSW for 12.5 miles from a position about 7.5 miles N of Kikut Light (53°59'N., 14°35'E.). It joins the inner approach channel in the vicinity of Nos. 3 and 4 lighted buoys, about 4.5 miles N of the port entrance.

The main approach channel from the N leads SE for 9 miles from the Swin-N lighted buoy (54°20'N., 13°58'E.) to the N-2 lighted buoy (54°15'N., 14°11'E.). It then leads in a SSE direction for about 10 miles to the N-5 lighted buoy (54°05'N., 14°14'E.), which is moored in the N part of the roadstead.

The inner approach channel, a continuation of the N approach channel, is marked by lighted buoys and leads from the roadstead to the harbor entrance. It has a dredged depth of 14m over a width of about 150m, but is subject to siltation.

A route, which may be seen on the chart, leads from N to the No. 3 Anchorage Area. It extends 8 miles S from the vicinity of the Fairway lighted buoy (53°27'N., 14°06'E.). A number of areas, within which less water than charted exists, lie close to this route.

(BA NP 19)

24/01

Page 190—Lines 1 to 7/R; strike out.

(NIMA)

24/01

Page 190—Lines 20 to 38/R; read:

orange floodlights.

Pilotage.—Pilots are available 24 hours and are provided by the Swinoujscie-Szczecin pilot station.

Pilotage is compulsory for all vessels over 40m in length, all vessels carrying dangerous cargo, all passenger vessels, and all vessels shifting berth within the port areas.

Pilots board as follows:

1. At position PILOT-3, in the vicinity of the N-2 lighted buoy (54°15'N., 14°11'E.), for vessels with drafts of 11.0 to 12.8m (fresh water).

2. At position PILOT-2, in the channel between Nos. 1 and 2 lighted buoys (54°02'N., 14°14'E.), for vessels with drafts of 7.0 to 11.0m (fresh water).

3. At position PILOT-1, in the channel between Nos. 5 and 6 lighted buoys (53°59'N., 14°16'E.), for vessels with drafts of less than 7.0m (fresh water).

4. At the anchorage area when the vessel is anchored.

5. At Gate No. 2 when the vessels sails from the Polish-German border line (situated at Zalew Szczeciński).

Inbound vessels should request pilotage 4 hours in advance of arrival. Outbound vessels and vessels shifting berth should request pilotage 2 hours in advance.

Inbound vessels should contact, as appropriate, either Swinoujscie Pilot, on VHF channel 14, or Szczecin Pilot, on VHF channel 68. The following information must be included in the report:

Designator	Information Required
A	Vessel name, call sign, and flag.
U	Length (meters) and GRT.
O	Maximum draft.
J	ETA at pilot boarding position.
I	Port of destination.

Vessels requiring a licensed Deep-Sea Pilot for the Baltic Sea should send a request to the pilot station 24 hours in advance.

Regulations.—A Registration System has been established within the Bay of Pomerania in order to protect the shores and increase the safety of shipping.

This system was introduced for vessels sailing to Swinoujscie, Szczecin, Stepnica, and Trzebiez. It is compulsory for all vessels 20m or more in length and all vessels which, because of exceptional circumstances, pose a threat to navigation or the environment.

Vessels passing the latitude of 54°30'N or the longitude of 14°45'E must report to Swinoujscie Traffic on VHF channel 12. Permission to enter the Port of Swinoujscie must be obtained from the authorities. The report should be formatted as follows:

1. The code word REPLINE SWIN.
2. Name, call sign, flag, and IMO number.
3. Position (latitude and longitude).
4. Destination (port).
5. Nature and quantity of any dangerous cargoes.
6. Circumstances capable of affecting the safety of shipping and the cleanliness of the environment.

Traffic Control.—A Vessel Traffic Service (VTS) system operates in the port areas of Swinoujscie and Szczecin.

The system is mandatory for all vessels 20m or more in length (including composite units), vessels carrying dangerous cargo, unloaded tankers if not degassed after carrying dangerous cargo, and passenger vessels.

Vessels navigating in the area from Zatoka Pommorska (Bay of Pomerania) to Gate No. 1 (53° 48.5'N., 14° 20.6'E.) should report to Swinoujscie Traffic (VHF channels 12, 16, and 70).

Vessels navigating in the area from Gate No. 1 (53°48.5'N., 14° 20.6'E.) to the Port of Szczecin should report to Szczecin Traffic (VHF channels 16 and 69).

Vessels required to report must maintain a continuous listening watch, as appropriate, on either VHF channel 12 (Swinoujscie VTS) or VHF channel 69 (Szczecin VTS).

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Inbound vessels requesting pilotage must send a Sailing Plan (SP) to the Swinoujscie VTS 2 hours prior to their ETA at the pilot boarding position.

Other inbound vessels must send an SP 15 minutes before entering the VTS area.

The SP should be formatted, as follows:

Designator	Information Required
A	Vessel name, call sign, IMO number, and flag.
C or D	Position.
H	Point of entry into VTS system.
J	ETA at pilot boarding position (PILOT-1, PILOT-2, or PILOT-3).
G	Last port of call.
I	Port of destination.
P	Details of any dangerous cargo.
Q	Details of defects, damage, or deficiencies.
L	Intended track.
T	Name of agent.
U	Length, beam, GRT, and type of vessel.
W	Total number of passengers (only for passenger vessels).

Inbound vessels requesting pilotage must also send a Position Report (PR) to the Swinoujscie VTS, as follows:

1. 15 minutes before entering the VTS area.
2. When passing the Reporting Points.
3. When anchoring within the VTS area.
4. 15 minutes prior to leaving an anchorage within the VTS area.
5. Pilot embarkation or disembarkation.
6. When leaving or entering the fairway.
7. When berthing or leaving a berth.

The PR consists of (A1) name and call sign, (D) position, and (L) intended track.

The Reporting Points are, as follows:

1. The head of the E breakwater (Swinoujscie).
2. Gate No. 1 (53°48'N., 14°20'E.).
3. Gate No. 4 (53°40'N., 14°32'E.).
4. Dolphin No. 80 (53°27'N., 14°36'E.).
5. When leaving a port within the VTS area.
6. When leaving the VTS area.

A Deviation Report (DR) must be sent to the relevant VTS Traffic Center by vessels changing their SP. The DR consists of (A1) name and call sign, (D) position, and the changed designators.

An Incident Report (IR) must be sent to the relevant VTS Traffic Center by vessels observing or taking part in an accident that impairs safety or the environment. The IR consists of (A1) name and call sign, (C or D) position, and (Q) details of damage.

Outbound vessels requesting pilotage must send a Sailing Plan (SP) to the relevant VTS 2 hours before leaving the berth or harbor (including shifting berth).

Other outbound vessels must send an SP 1 hour before leaving the berth or harbor (including shifting berth).

The departure SP should be formatted as follows:

Designator	Information Required
A1	Vessel name and call sign.
D	Position.
O	Maximum draft.
J	Pilot requested or not.
I	Destination.
K	Point of exit from VTS area.
P	Details of any dangerous cargo.
W	Total number of passengers (only for passenger vessels).

Szczecin VTS broadcasts bulletins on VHF channel 13 in Polish (and in English on request) at 0533, 1133, 1733, and 2333 local time. The bulletins include information relevant to the safe passage of ships through the entire VTS area. Both Swinoujscie VTS and Szczecin VTS will provide traffic information for the fairway on VHF channel 13, on request.

(BA NM 43/00; BA NM 17/01)

24/01

Page 191—Lines 1 to 48/L; strike out.

(NIMA)

24/01

Page 191—Lines 25 to 54/R; read:

Depths—Limitations.—Vessels up to 240m in length and 12.8m draft can be accommodated at Swinoujscie.

The principal berths are shown in the following table:

Quay	Length	Max. Draft	Designation
Portowcow	216m	10.6m	Bulk/general
Gornikow	260m	12.8m	Coal
Wladyslawa IV	554m	10.0m	Lighterage or lay-by berth
Chemikow	282m	12.8m	Bulk
Hutnikow	330m	12.8m	Ore/general

There is also a ferry terminal consisting of five quays, 130 to 206m long. It is used by ro-ro, cruise, and passenger ferry vessels with drafts up to 7m.

Pilotage.—See Pilotage under Approach to Swinoujscie.

Regulations.—Vessels navigating in the approaches over 160m in length or over 7.32m draft are deemed to be constrained in their ability to maneuver and should display the appropriate shapes and lights.

All loaded and empty tankers, not degassed after carrying dangerous cargo, should send an ETA message 24 hours in advance of arrival to the Swinoujscie VTS. The message should include the date of validity of the Civil Liability Certificate and the Master's declaration of full maneuverability of the vessel. An ETA confirmation message should also be sent 6 hours in advance.

All vessels carrying dangerous cargo, other than tankers, should send an ETA message 24 hours in advance of arrival

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to the Swinoujście VTS. Vessels should also provide the Harbormaster or Swinoujście VTS Center with a document of compliance with special requirements for ships carrying dangerous cargo and a stowage plan or dangerous goods manifest.

A speed limit of 8 knots is enforced in the roadstead for large vessels and a limit of 12 knots is enforced for vessels with drafts less than 3m.

See Regulations under Approach to Swinoujście.

(BA NM 19; Fairplay 99/00)

24/01

Page 192—Lines 1 to 11/L; strike out.

(NIMA)

24/01

Page 192—Line 39/L; read:

lighted ranges. The fairway has depths of 9.5 to 10.5m, but requires periodic dredging.

(BA NP 19)

24/01

Page 192—Lines 15 to 17/R; read:

lying at the E and NW sides of Roztoka Odrzanska, which are used by fishing vessels, pleasure craft, and small ferries. A church stands 0.3 mile NNE of the harbor at Stepnica

(BA NP 19)

24/01

Page 192—Line 35/R; strike out.

(NIMA)

24/01

Page 193—Lines 1 to 5/R; read:

Depths—Limitations.—Vessels up to a maximum length of 210m and a maximum salt water draft of 9.15m can be accommodated at Szczecin. The maximum length of vessels permitted to enter may be increased to 210m with a reduction in maximum draft to 8.15m.

The relationship between permissible lengths, beams, and fresh water drafts for vessels over 160m in length is shown in the following table:

	Maximum beam		
	25m	28m	31m
Length	Maximum fresh water draft		
160-176m	8.99m	8.84m	8.69m
176-186m	8.76m	8.61m	8.46m
186-196m	8.61m	8.46m	8.31m
196-210m	8.46m	8.31m	8.15m

(BA NP 19; Fairplay 99/00)

24/01

Page 193—Lines 44 to 51/R; read:

Pilotage.—See Pilotage under Approach to Swinoujście.

Regulations.—Vessels over 180m in length or over 9m maximum draft may enter or leave the port during daylight only and in a visibility of at least 2 miles.

All loaded and empty tankers, not degassed after carrying dangerous cargo, should send an ETA message 24 hours in advance of arrival to Swinoujście VTS and Szczecin VTS. The message should include the date of validity of the Civil Liability Certificate and the Master's declaration of full maneuverability of the vessel. An ETA confirmation message should also be sent 12 hours in advance.

All vessels carrying dangerous cargo, other than tankers, should send an ETA message 24 hours in advance of arrival to the Swinoujście VTS Center and the Szczecin VTS Center. Vessels should also provide the Harbormaster at Swinoujście and the Harbormaster at Szczecin with a document of compliance with special requirements for ships carrying dangerous cargo and a stowage plan or dangerous goods manifest.

See Regulations under Approach to Swinoujście.

(BA NM 43/00)

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RADIO NAVIGATIONAL AIDS CORRECTIONS**PUB 117**

Ed 2001

LAST NM 23/01

(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
CANADA - ARCTIC AND ATLANTIC				
3018 3-7360	Inuvik, N.W.T. (VFA).	2558, 4363, 6218.6 kHz, J3E, Ch. 26, F3E.	0235, 1435.	Local navigational warnings and weather.
		4363, 5803 kHz, J3E, Ch. 26, F3E.	0115, 1315.	Local navigational warnings and weather.
		8457.8 kHz (USB), J3C.	0200, 1630.	Weather and ice FAX; 120/576.

NOTE: During navigation season only, May - Oct.

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(1) No.	(2) Name	(3) Frequency	(4) Times	(5) Nature of Broadcast
3042 3-7075	Sydney, N.S. (VCO).	2749 kHz, J3E, Ch. 21B, 83B, F3E.	1510, 2140.	Local navigational warnings.
		2749 kHz, J3E.	0040, 0740, 1440, 2110.	Weather.
		Ch. 21B, 83B, F3E.	Continuous.	Local navigational warnings, weather and ice.
		4416 kHz, J3C.	1121, 1142, 1741.	Ice FAX; 120/576.
		6915.1 kHz, J3C.	2200, 2331.	Ice FAX; 120/576.
		518 kHz, F1B.	0240, 0640, 1040, 1440, 1840, 2240.	NAVTEX (Q).
		518 kHz, F1B.	0255, 0655, 1055, 1455, 1855, 2255.	NAVTEX (J) in French.
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24/01



